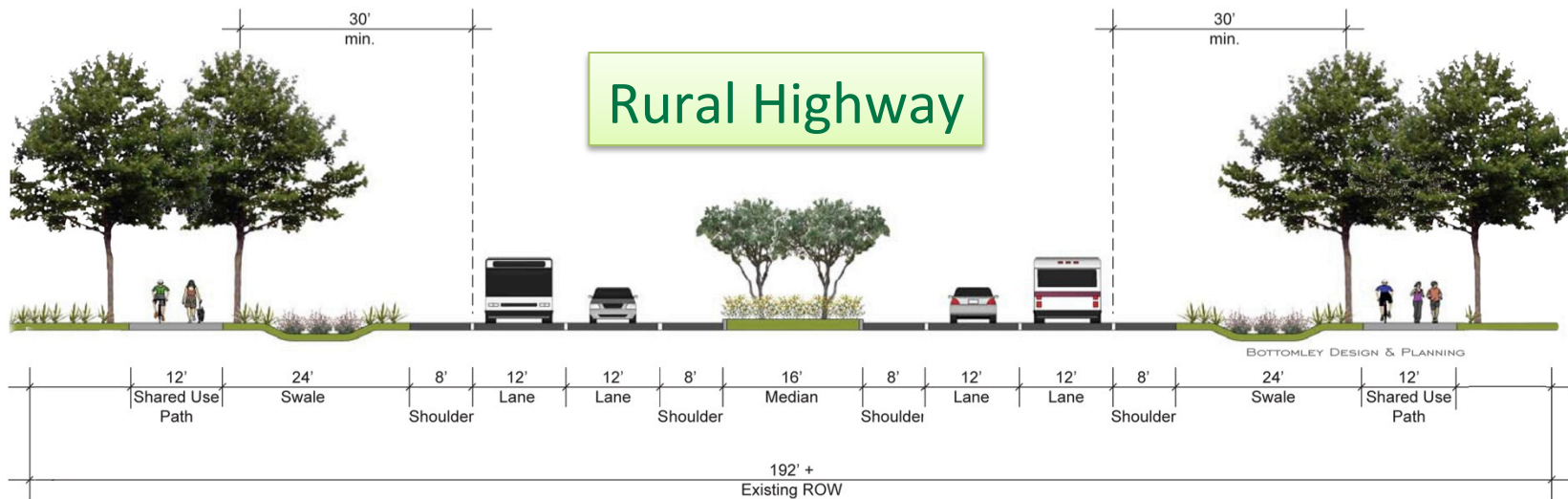


Corridor Performance

- Existing and future (N-STDm) volumes used to assess corridor performance
- Focus on intersection operations / sources of bottlenecks along corridor
- Additional lane (6 lane roadway) and Boulevard concepts compared to future baseline conditions
- Ran select zone analysis to determine Boulevard concept splits (through/local)

NAPA GATEWAY HIGHWAY 29 | *JUST SOUTH OF HIGHWAY 12 TO URBANIZED CITY OF NAPA*



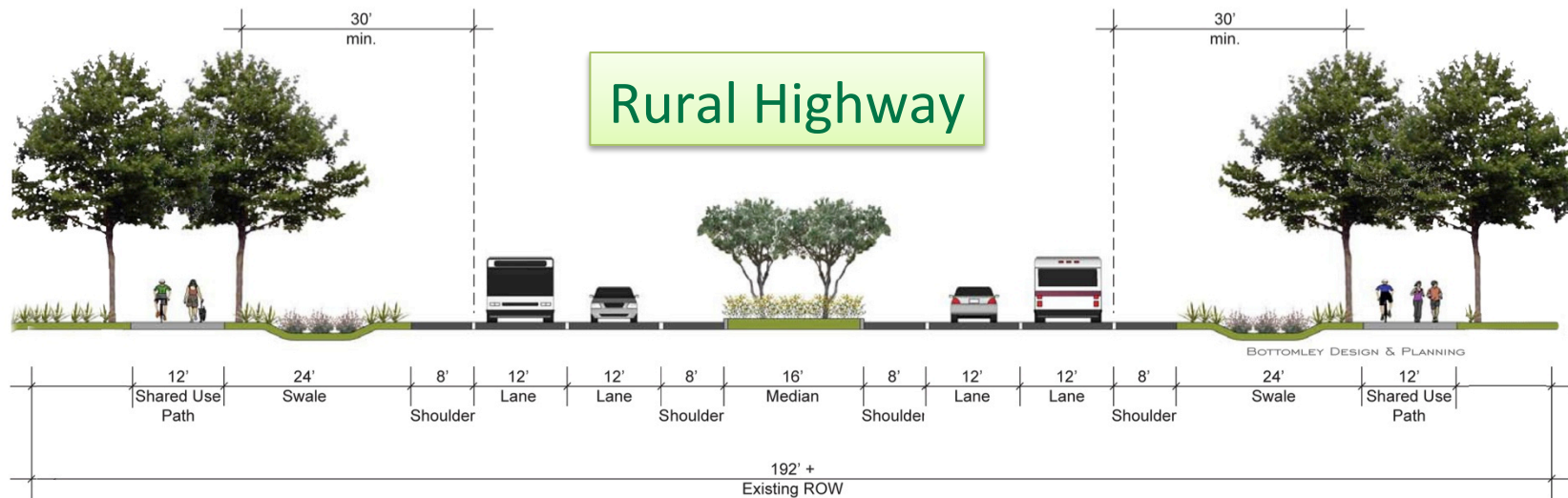
Vision Plan – Maintain rural character/Provide a separated trail system paralleling Corridor

At Carneros intersection Caltrans is studying intersection/interchange designs:

- Channelization
- Roundabout
- Full Interchange

Scenario	AM LOS	PM LOS
Existing	D	D
Future (4 Lanes)	F	F

NAPA GATEWAY HIGHWAY 29 | *JUST SOUTH OF HIGHWAY 12 TO URBANIZED CITY OF NAPA*



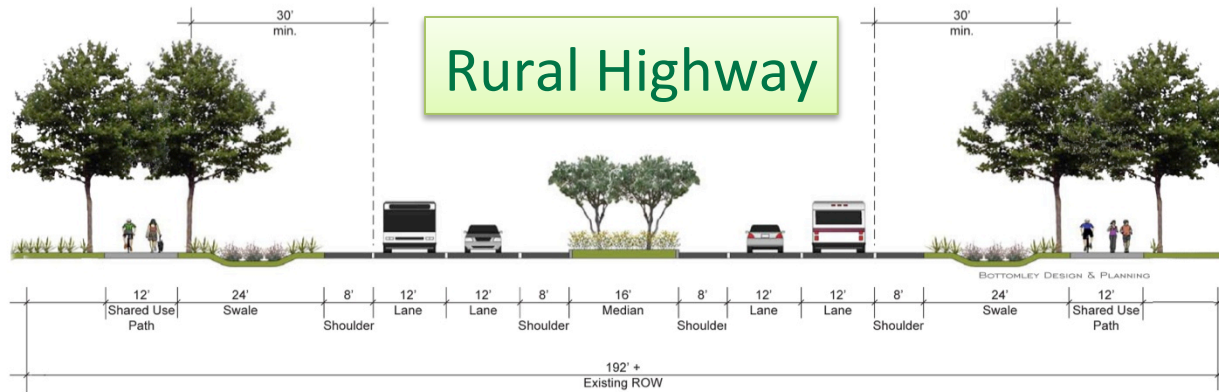
Vision Plan – Maintain rural character/Provide a separated trail system paralleling Corridor

Caltrans completing Draft EIR – 2 Alts:

- Southbound Flyover only (SR 221 to 29)
- Fully grade separated interchange / Soscol Ferry right in/out only

Scenario	AM LOS	PM LOS
Existing	F	F
Future (Flyover Only)	F	F
Future (Full Interchange)	A	A

NAPA GATEWAY HIGHWAY 29 | *JUST SOUTH OF HIGHWAY 12 TO URBANIZED CITY OF NAPA*

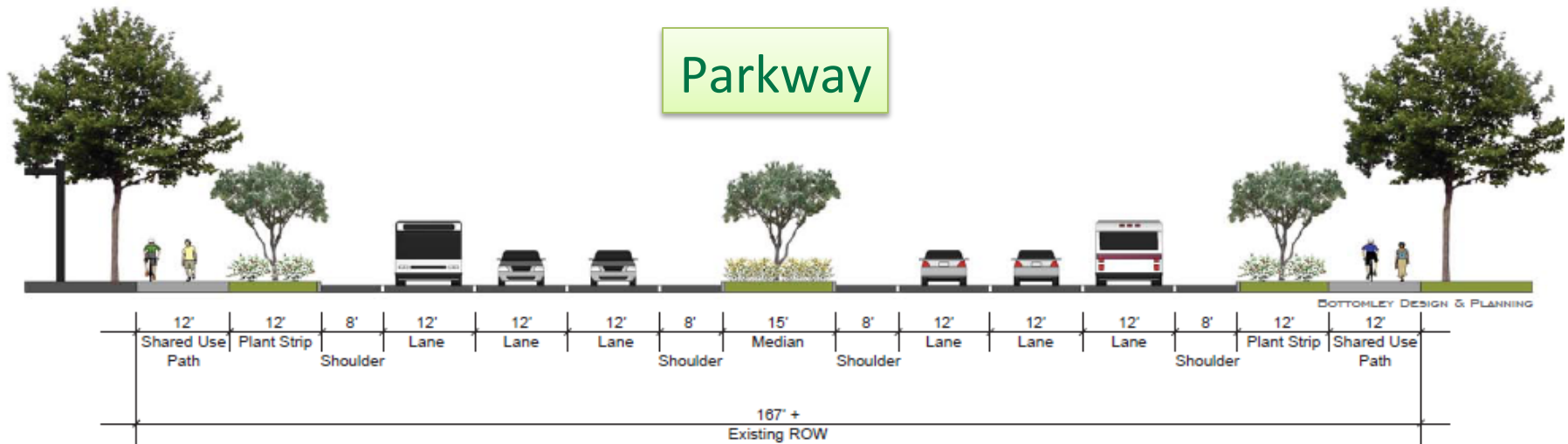


- #3 – SR 29/Airport/Jameson**
- Vision Plan** – Maintain rural character/Provide a separated trail system paralleling Corridor
- Future Diamond Interchange:
- NB/SB & free-flow
 - EB on-ramp to NB 29/WB on-ramp to SB 29 free-flow
 - Signals at off-ramps and Jameson Canyon

Scenario	AM LOS	PM LOS
Existing	E	D
Future (Full Interchange)	D/C*	D/B*

*LOS shown for SB/NB ramp intersections

NAPA GATEWAY HIGHWAY 29 | *NAPA JUNCTION ROAD TO JUST SOUTH OF HIGHWAY 12*

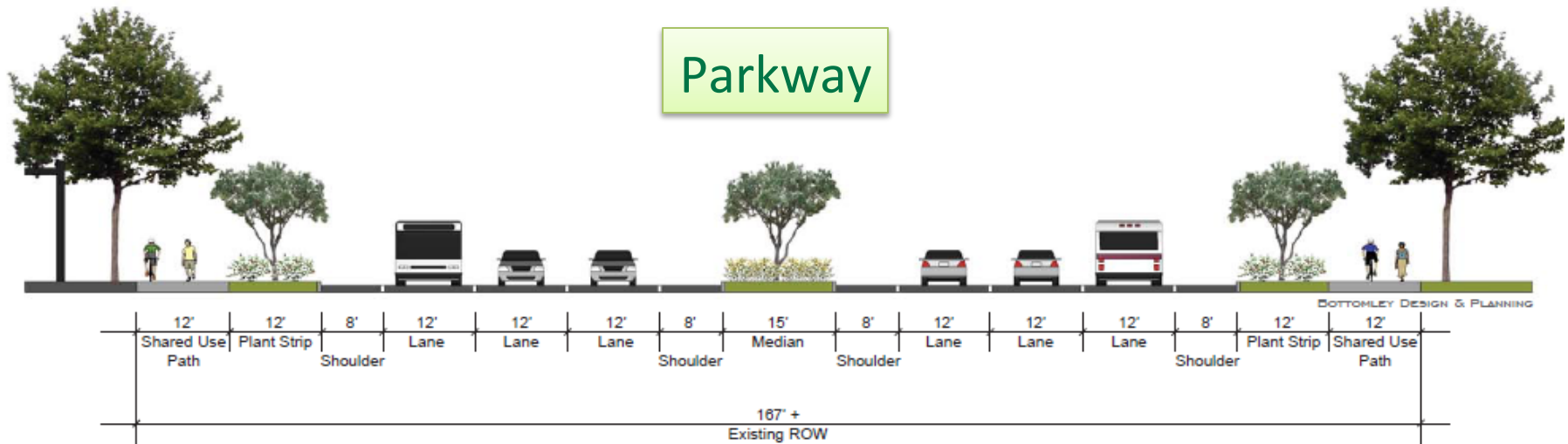


Vision Plan – Parkway w/landscaping, shared use path, and maintain rural character

- 6 Lane configuration greatly improves LOS at intersection to acceptable conditions

Scenario	AM LOS	PM LOS
Existing	C	B
Future (4 Lanes)	F	F
Future (6 Lanes)	C	C

NAPA GATEWAY HIGHWAY 29 | *NAPA JUNCTION ROAD TO JUST SOUTH OF HIGHWAY 12*



#5 – SR 29/Green Island



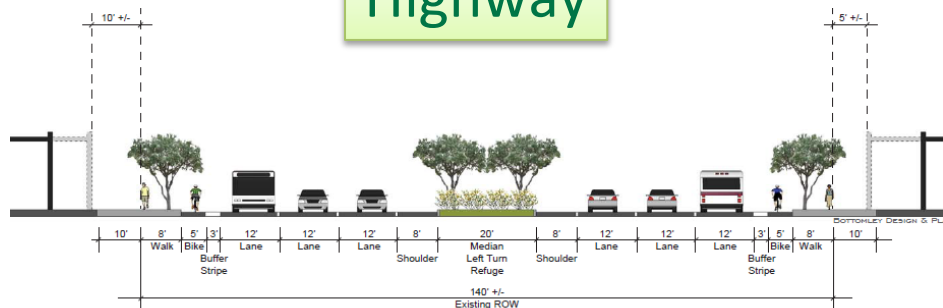
Vision Plan – Parkway w/landscaping, shared use path, and maintain rural character

- No intersection under current conditions
- 6 Lane configuration greatly improves LOS at intersection to acceptable conditions

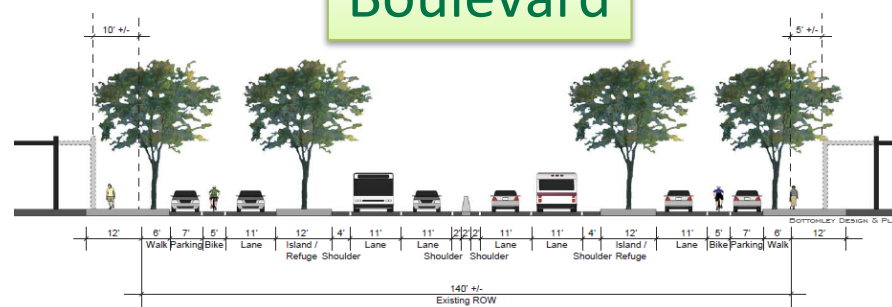
Scenario	AM LOS	PM LOS
Existing	N/A	N/A
Future (4 Lanes)	F	F
Future (6 Lanes)	C	D

NAPA GATEWAY HIGHWAY 29 | *JUST SOUTH OF AMERICAN CANYON ROAD TO NAPA JUNCTION ROAD*

Highway



Boulevard



#6 – SR 29/Napa Junction



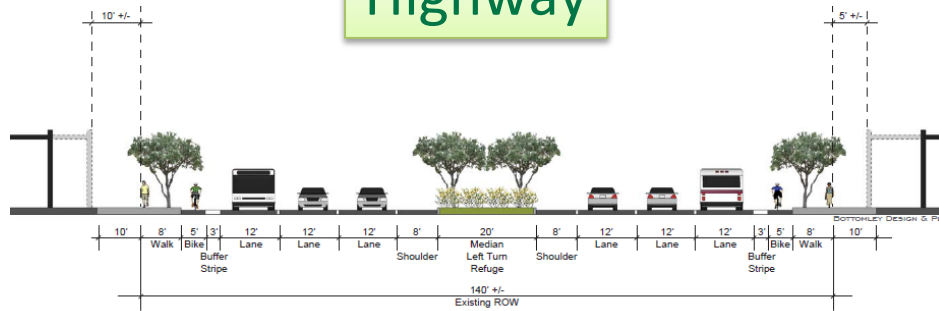
Vision Plan – Boulevard or Highway

- 6 Lane configuration greatly improves LOS at intersection and along corridor
- Begin Boulevard w/SB local access after intersection - functions similar to Future baseline

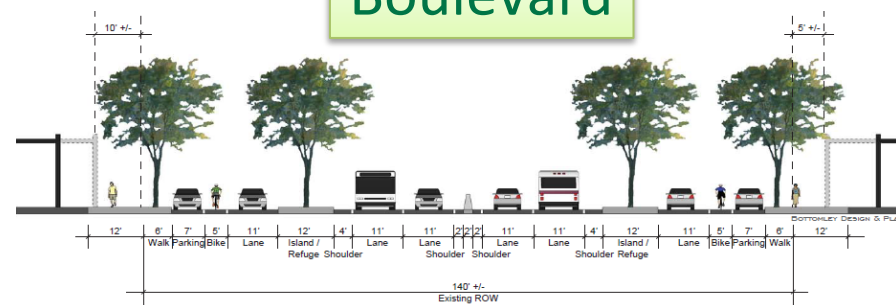
Scenario	AM LOS	PM LOS
Existing	E	B
Future (4 Lane Highway)	F	F
Future (6 Lane Highway)	D	C
Future (4 Lane Boulevard)	F	F

NAPA GATEWAY HIGHWAY 29 | *JUST SOUTH OF AMERICAN CANYON ROAD TO NAPA JUNCTION ROAD*

Highway



Boulevard



#7 – SR 29/Donaldson



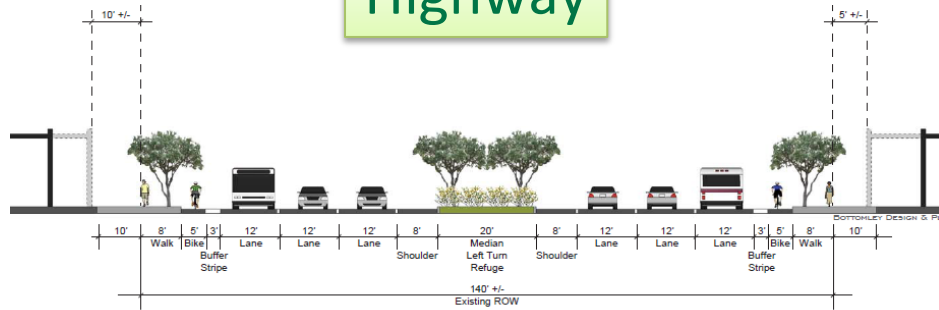
Vision Plan – Boulevard or Highway

- 6 Lane configuration improves LOS at intersection and corridor
- Boulevard with local access lanes in both directions is functional at lower volume intersections (Donaldson, Rio Del Mar, Eucalyptus)

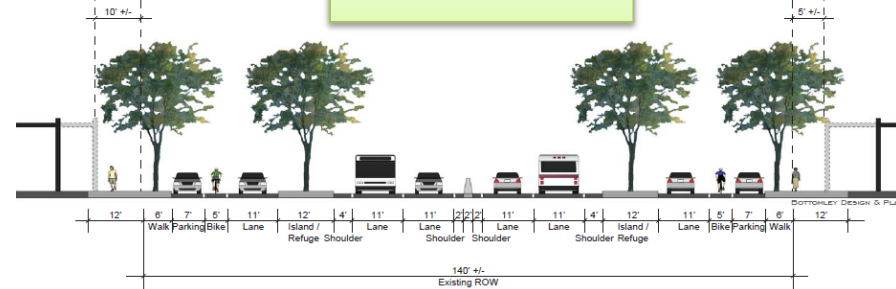
Scenario	AM LOS	PM LOS
Existing	C	C
Future (4 Lane Highway)	D	C
Future (6 Lane Highway)	C	C
Future (4 Lane Boulevard)	C	D

NAPA GATEWAY HIGHWAY 29 | *JUST SOUTH OF AMERICAN CANYON ROAD TO NAPA JUNCTION ROAD*

Highway



Boulevard



#8 – SR 29/American Canyon



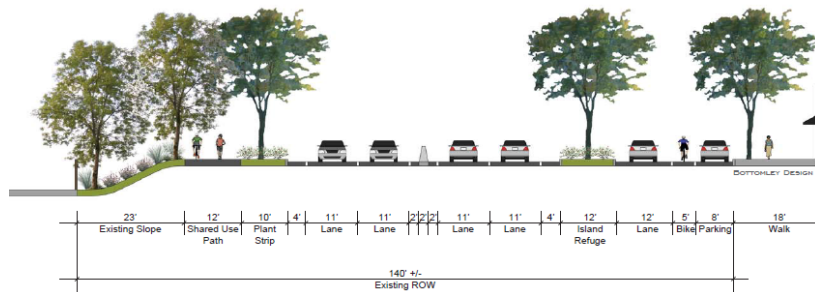
Vision Plan – Boulevard or Highway

- 6 Lane configuration greatly improves LOS at intersection to acceptable conditions
- Full N/S movements needed w/Boulevard
- Local access lane SB ends at American Canyon; NB local access begins with slip lane

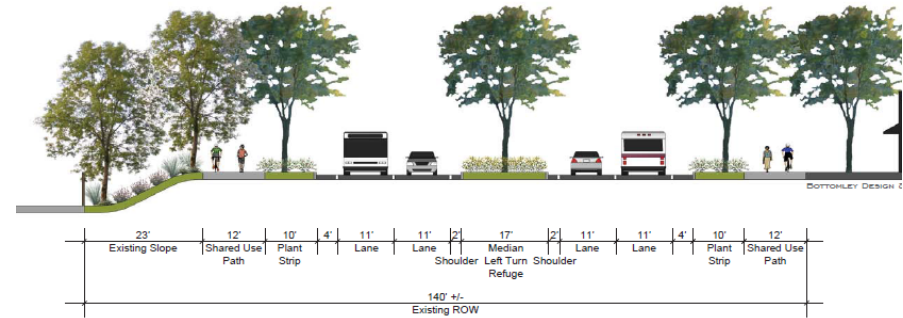
Scenario	AM LOS	PM LOS
Existing	E	D
Future (4 Lane Highway)	E	E
Future (6 Lane Highway)	D	D
Future (4 Lane Boulevard)	E	F

NAPA GATEWAY HIGHWAY 29 | *HIGHWAY 37 TO JUST SOUTH OF AMERICAN CANYON ROAD*

Parkway



Parkway/Boulevard



#10 - SR 29/SR 37



Vision Plan – Parkway or Parkway SB/Boulevard NB

- NB local access lane begins with slip lane north of intersection to Mini Drive
- No major changes to intersection operations at SR 37 under either scenario

Scenario	AM LOS	PM LOS
Existing	A	B
Future (4 Lane)	B	B
Future (4 Lane w/NB Boulevard)	B	B

Findings

- Future (predicted) volumes overload corridor
- Tradeoffs with roadway capacity increase vs. local character and access
 - 6 lane concept returns corridor to acceptable LOS
 - Boulevard concept functions similar to future baseline (4 lane) with caveats
- 73-88% traffic between American Canyon and Napa Junction are through trips